

CLAIMS

I claim:

1. (currently amended) A vehicle suspension system capable of providing dynamic weight jacking:

- a) ~~whereby means for a dynamic weight jacking with~~ said dynamic weight jacking ~~being~~ is controlled by steering angle, and
- b) whereby an incremental clockwise rotation of the steering wheel will cause said dynamic weight jacking to incrementally but not necessarily linearly increase weight on the right front tire and left rear tire, and decrease weight on the left front tire and right rear tire, and
- c) whereby an incremental counterclockwise rotation of the steering wheel will cause said dynamic weight jacking to incrementally but not necessarily linearly increase weight on the left front tire and right rear tire, and decrease weight on the right front tire and left rear tire.

2. (currently amended) The suspension in claim 1 whereby the means of said dynamic weight jacking ~~the vehicle~~ is accomplished by changing the geometry of an anti-swaybar.

3. (original) The suspension in claim 2 whereby the change in geometry of said anti-swaybar is controlled by a mechanical linkage.

4. (currently amended) The suspension in claim 3 whereby said mechanical linkage connects a steering member or suspension member which moves with movement of the steering to a rocker assembly. ~~Said , and said~~ rocker assembly is then connected to said anti-swaybar or a droplink for said anti-swaybar and whereby said rocker assembly pivots on a mount attached to an A-arm.

5. (withdrawn) The suspension in claim 3 whereby said mechanical linkage connects a steering member or suspension member which moves with movement of the

steering, to an eccentric mount for said anti-swaybar. Said eccentric mount is configured to move the anti-swaybar relative to a chassis support, with movement of the steering.

6. (withdrawn) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is accomplished through the use of one or more of a secondary spring.
7. (withdrawn) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is accomplished through a change in preload of one or more of a main suspension spring.
8. (withdrawn) The suspension in claim 7 whereby said change in preload of said main suspension spring is accomplished through a threaded collar on a strut assembly.
9. (withdrawn) The suspension in claim 1 whereby said means of weight jacking the vehicle allows variable adjustment for the amount of weight jacking for a given change in steering angle.
10. (withdrawn) The suspension in claim 2 whereby the geometry of said anti-swaybar is changed through a variable length drop link.
11. (withdrawn) The suspension in claim 10 whereby said drop link contains a hydraulic cylinder.
12. (currently amended) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is implemented through a mechanical assembly means.
13. (withdrawn) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is accomplished through pneumatic means.

14. (withdrawn) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is accomplished through hydraulic means.

15. (withdrawn) The suspension in claim 1 whereby the means of changing said dynamic weight jacking is accomplished through electric means.

16. (original) A vehicle suspension assembly capable of:

- a) transmitting force applied at a steering wheel to a change in vertical load at a wheel, and
- b) whereby an incremental clockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase vertical load on the right front tire and left rear tire, and decrease vertical load on the left front tire and right rear tire, and
- c) whereby an incremental counterclockwise rotation of said steering wheel will cause said change in vertical load to incrementally but not necessarily linearly increase on the weight weight left front tire and right rear tire, and decrease weight on the right front tire and left rear tire.

17. (currently amended) The suspension in claim 16 whereby the means of said change in vertical load is implemented through a mechanical assembly means.

18. (withdrawn) The suspension in claim 16 whereby the means of said change in vertical load is accomplished through pneumatic means.

19. (withdrawn) The suspension in claim 16 whereby the means of said change in vertical load is accomplished through hydraulic means.